

Priority Routes Recommended Treatments

Ward One

Street Name	Start of section	End of Section	Length	Full Width	Sidewalks	Parking	Treatments Reference	Comments
East St.	North St.	Chapel St.	2800'	31'	Both 5' - (except west side from North to Tamarack)	None	A – Shared road signs F – Bike Route signs L – Bike Shelter @ HS I – Trailhead to NE Park II – Rules & Reg. Sign 3 – Marked Crosswalk @ trailhead to NE Park	3' shoulders
Chapel St.	East St.	Middle School	1800'	30'	North side-5'	None	A – Shared road signs C – Designated driving lanes -10'6" D – Paved shoulders F – Bike route 1 – Sidewalks – south side 6 – "Your Speed" display @ MS	
Chapel St.	Middle School	North Pleasant	900'	27'	Both – 4'	None	A – Shared road signs C – Designated driving lanes – 10'6" F - Bike Route	Granite curbs Need bike friendly grates
Chapel St.	North Pleasant	Main St.	1900'	27'	Both – 4'	None	C – Designated driving lanes – 10'6" F – Bike Route A – Shared road signs	Granite curbs Need bike friendly grates
Northeast Park			5200'	10'		Parking Lot	VII – Crushed Stone 10' wide path I – Trailhead Identification II – Rules and Reg. Signage III – Path Rest Area (1) IV – Location Markers V – Location Maps J – Bike Rack XV-Fitness Trail	Path around perimeter of Park

Street Name	Start of section	End of Section	Length	Full Width	Sidewalks	Parking	Treatments Reference	Comments
N. Pleasant	Chapel St.	Fort Hill Ave.	1400'	26'	Both – 4' (except west side: Chapel to Granger)	Both (except east side: Granger to Fort Hill)	A – Shared road signs B – “Hybrid” lanes F – Bike Route 3 – Marked Crosswalks 5 – Flashing Crossing signs	Safe Routes to School Area Eliminate Parking
Granger	N. Pleasant	Middle School	450'	30'	North side-4'		B – “Hybrid” Lanes L – Bike Shelter at Middle School	SRTS Priority Area
Fort Hill Ave.	VA Hospital	Charlotte St.	1400'	30'	North side-4'	Both	A – Shared road signs B – “Hybrid” lanes F – Bike Route	Mostly hospital traffic
Fort Hill Ave.	Charlotte St.	N. Pleasant	1000'	30'	Both – 4'	Both	A – Shared road signs B - “Hybrid” lanes F – Bike Route	SRTS Priority Area
Fort Hill Ave.	N. Pleasant	Main St.	2000'	30'	Both – 4'	South side only	A- Shared road signs B- “Hybrid” lanes	
Park Street	Fort Hill	Gibson St.	1500'	24'	Both – 4'	West only	A-Shared road signs B-“Hybrid” lanes F – Bike Route	
Gibson St. (Rt. 21)	City Line	Main St.	2800'	39'	Both – 5'	Both	A- Shared road signs F- Bike route 6-“Your Speed” display at City Line 3-Marked Crosswalks at Park Pl. & East St. 5-Flashing Crossing Signs at Park Pl. & East St.	12' driving lanes exist Recommend 11'
East St.	Gibson St.	VA Gates	900'	28'		None	1 – sidewalks F – Bike Route	Recommend sidewalks or designated driving lanes at 10' to give 4' shoulder

Ward 2

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Treatment Reference	Comments
Wood St.	Gibson St.	Ontario	1000'	28'	Both - 4'	No Parking - east side between Gorham & Ontario	A – Shared road signs F – Bike Route 3 – Marked crosswalks on Gorham 5 – Flashing crossing signs on Gorham	
East St.	Gibson St.	Ontario	1000'	24'	None	Both	A-Shared road signs F -Bike Route 3- Marked crosswalks on Gorham	Steep grade north off Ontario
Ontario St.	East St.	Railroad Tracks	2600'	30'	None	None	A- Shared road signs C- Designated driving lanes F –Bike Route H-Intersection Guidance @ Main St. 3- Marked crosswalks @ East St. when path installed 3-Marked crosswalk @ Wood St. & RR path crossing 5- Flashing crossing Signs @ East St., Wood Street, and RR	11'6" existing lanes Recommend 11' lanes
Pleasant St.	Ontario St.	Niagara St.	250'	31'	Both– west-4' East-6'	None	A-Shared road signs B-"Hybrid" Lanes F-Bike Route	
Niagara St.	Pleasant St.	Lafayette Ave.	300'	30'	South side-4' North - none	None	B-"Hybrid" Lane F- Bike Route	

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Treatment Reference	Comments
Lafayette St.	Niagara St.	Beeman St.	1150'	27'		None	A- Shared Road Signs B-"Hybrid" Lanes F - Bike Route	
Center St.	Beeman St.	Saltonstall St.	450'	28'	Both – 4'	West –yes East - no	A-Shared Road Signs B-"Hybrid" lanes F-Bike Route	
Leicester St.	Ontario St.	Niagara St.	250'	27'	East – 4' West - no	None	VII – Stone dust path on west side	
Leicester St.	Niagara St.	Phoenix St.	325'	27'	None	None	VII – Paved path on west side F – Bike Route	Needs repaving Virtually no car traffic
Saltonstall St. (Cty Rt. 10)	Main St.	Phelps St.	1750'	28'	Both – 4'	North-yes South-no	A-Shared Road Signs F – Bike Route	
Saltonstall	Phelps St.	City Line	3200'	24'	None	None	A-Shared Road Signs F-Bike Route 1-Sidewalks I – Bike Rack at Hurley Bldg.- existing 3-Marked Crosswalk@Trail crossing 5-Flashing Crossing Signs @ Trails	Existing designated driving lanes – 11'
Main St. Trailhead	Main St.	Pleasant St.	800'	10'			I – Trailhead Identification II- Rules & Reg. Signage V-Location Maps VII- 10' Shared –Use Path VIII-Pooper Scooper Station	Recommend paved path- needs to all season to Outhouse Trans. Center
Roundhouse Park	Pleasant St.	Ontario St.	1700'	10'			I- Trailhead Identification II-Rules & Reg. Signage V-Location Maps VII-10' Shared-Use Path VIII-Pooper Scooper Station XIV-Pedestrian Railroad Crossing XV-Fitness Trail	Recommend paved path- To accommodate all users in park.

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Recommendations	Comments
Ontario Pathways Trail	Ontario St.	East St.	2600'	10'			I-Trailhead Identification II-Rules & Reg. Sign V-Location Map IV-Location Markers VI-Motor Vehicle Parking-existing VII-10' Stone-dust Shared-Use Path VIII-Pooper Scooper Station J-Bike Rack	Existing trail to be upgraded.
New Path	Ontario St.	Saltonstall St.	3700'	10'			I-Trailhead Identification II-Rules & Reg. Signage III-Path Rest Area IV-Location Markers V-Location Map IV-Location Markers VII-10' Stone-dust Shared-use Path VIII – Pooper Scooper Station IX-Historical & Educational Sign X-Shelter XII-Emergency Station XIII-Bridge over Outlet	
Ontario Cty. Storage Dr.	Ontario St.	Rosepark Emergency Rd.	500'				I-Trailhead Identification-south end II-Rules & Reg. Sign IV-Location Markers	

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Recommendations	Comments
Rosepark Emergency Rd.	Ont. Cty. Storage Dr.	Roseland Park to Wegmans % & 20 Crossing	1000'	10'			I-Trailhead Identification II- Rules & Reg. Sign IV-Location Markers VII-10' Stone-dust Shared-use Path XII-Emergency Station A-Signed Shared Roadway F-Bike Route	
Lagoon Park Connection	Wegman 5 & 20 Crossing	Lagoon Park Path	300'	10'			I-Trailhead Identification II-Rules & Reg. Signage V-Location Map VIII-Popper Scooper Station	
Jefferson Park Path	Phoenix St.	Saltonstall	2000'	10'			I-Trailhead Identification II-Rules & Reg. Signage V-Location Map VII-10' Stone-dust Shared-use Path VIII-Pooper Scooper Station XII-Emergency Station	
Water Treatment Facility Path	Saltonstall	5 & 20 Crosswalk at Booth St.	3500'	10'			I-Trailhead Identification II-Rules & Reg. Signage V-Location Map VII-10' Stone-dust Shared-use path VIII-Pooper Scooper Station	
Outlet Path	5 & 20	Lakeshore Dr.	1000'	10'			I-Trailhead Identification II-Rules & Reg. Signage V-Location Map VII-10' Stone-dust Shared-use Path	
Lakeshore Drive	East Lake Rd.	Main St.		28'	Both		A-Signed Shared Road Signage C-Designated Driving Lanes – 10' F-Bike Route XIII-Pedestrian/Bicycle Bridge Extension (Steamboat Outlet Bridge)	Recommend 10' driving lane width- will allow 4' shoulder & calm traffic. (11' Lanes existing)

Ward 3

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Recommendations	Comments
South Main Street	Lakeshore Dr.	State Boat Ramp Entrance	300'		Both	None	A-Shared Shared Roadway F-Bike Route	
Park to West Lake Rd. Path	State Boat Ramp	West Lake Rd.	1750'	10'			I-Trailhead Identification II- Path Rules & reg. Signage V-Location Maps VII-10' Stone-dust Shared-use Path VIII-Pooper Scooper Station XIII-Bridge over Sucker Brook	
West Lake Dr.	Parrish St.	City Line	2700'	30'	West Side only	None	A-Shared Roadway Sign C-Designated Driving Lanes – 10'6" D- Paved Shoulders F-Bike Route	
Parrish St.	Main St.	S. Pearl St.	2500'	31'	North Side Only	None	A-Shared Road Signage C-Designated Driving Lanes – 10'6" F-Bike Route 1-Sidewalks – south side	
South Pearl St.	Parrish St.	West Ave.	3100'	31'	West Side Only	None	A-Shared Road Signage C-Designated Driving Lanes – 10'6" F-Bike Route 1-Sidewalks – east side	
Clark St.	S. Pearl St.	Bates St.	2000'	27'	Both	North Side Only	A-Shared Road Signage B-"Hybrid" Lanes F-Bike Route	
Bates St.	Clark St.	Antis St.	250'	20'	West Side Only	None	A-Shared Road Signage B-"Hybrid" Lanes F-Bike Route	
Antis St.	Bates St.	Main St.	600'	22'	Both	None	A-Shared Road Signage B-"Hybrid" Lanes F-Bike Route	

Ward 4

Street Name	Start of Section	End of Section	Length	Full Width	Sidewalks	Parking	Recommendations	Comments
West Ave.	Main St.	Pearl St.	2500'	36'	Both	Both	A-Shared Roadway Signage D- Paved Shoulders F- Bike Route	Existing 12' Lanes Recommend 11'
West Ave.	Pearl St.	City Limits	2300'	34'	None	None	A-Shared Roadway Signage D-Paved Shoulders F-Bike Route	Existing 12' Lanes Recommend 11'
N. Pearl St.	West Ave.	Gibson St.	875'	32'	Both – 3'	West Side Only	A-Shared Roadway Signage D-Designated Driving Lanes – 10'6" F-Bike Route	
N. Pearl St.	Gibson St.	Buffalo St.	3250'	32'	West Side Only	West Side Only	A-Shared Roadway Signage D-Designated Driving Lanes- 10'6" F-Bike Route 1-Sidewalks- east side 3-Marked Crosswalk @ Holiday Ln. 5-Flashing Crossing Signs @ Holiday Ln.	
Pathway Spur	Shared-use Path	Holiday Ln.	1000'	10'			I-Trailhead Identification II-Path Rules & Reg. Signage V-Location Maps VII-10' Stone-dust Shared-use Path VIII-Pooper Scooper Station	
Holiday Ln.	Pearl St.	Baker Park Entrance	300'	27'	None	Both	A-Shared Roadway Signage F-Bike Route	
Buffalo Street	N. Bloomfield	Main St.	2700'	31'	No-south side Pearl to RR	Both	A-Shared Roadway Signage D-Designated Driving Lane- 11' F-Bike Route 1-Sidewalks where needed 3-Marked Crosswalk @ trailhead 5-Flashing Crossing Signs@trailhead	

Street Name	Start of section	End of Section	Length	Full Width	Sidewalks	Parking	Recommendations	Comments
Scotland Rd.	Main St.	RR Tracks	1000'	20'	Both	North Side Only	A-Signed Shared Roadway B-"Hybrid" Lanes F-Bike Route XIV-Pedestrian RR Crossing	RR Crossing at dead-end to connect to Shared-use Path

All streets need to be reexamined for bicycle friendly grates.

The above list is not exhaustive, during the engineering stage all treatments need to be reviewed and re-evaluated.

Implementation must be in accordance with appropriate standards.

Outhouse Transportation Center and Roundhouse Park

Public transportation plays an important role in Canandaigua's Action Transportation Plan because of its ability to move large number of people swiftly and economically over long distances. Walking and bicycling are viable transportation modes for trips of 30 minutes or less in length for most Americans.³¹ If the Plan is implemented virtually all of the City's residents will have a safe and accessible choice in how they travel around the City. In order to extend the network's ability to service that choice beyond Canandaigua, the public transit system becomes indispensable. Therefore providing a dependable, safe, accessible and attractive public transit system is paramount. However, to maximize the benefits of public transportation related to reducing congestion, fuel consumption, and highway infrastructure costs occupancy rates of trains and buses need to be at high level. Increasing ridership and occupancy rates must therefore be a top priority.

Outhouse Transportation Center

An important element to increasing ridership for both, the bus service (CATS) and the Finger Lakes Railroad is to have a transportation center where users can:

- wait in a accessible, clean and comfortable environment, out of the weather
- have a safe and controlled area for children to play while waiting
- be in a safe environment
- have food and water available
- receive route, scheduling and pricing information
- have accommodations available to park, service and store bicycles
- have motor vehicle parking available for Park-n-Ride participants

The majority of bicycle trips are less than 30 minutes in length, although the average distance varies by purpose.³¹

- Entertainment, recreation and fitness trips are generally longer, up to 20-25 mile or 2 hours.
- Work trips tend to be around 12 miles or ¾ - 1 hour.
- Trips for shopping and trail access are shorter, under 6 miles or 30 minutes.

For walkers the times are the same but the distance shorter.

This Plan recommends that the City of Canandaigua and Ontario County form a partnership to develop the Outhouse Transportation Center to be contained within the proposed Roundhouse Community Park. The property is approx. 20 acres located in the center of the City and is bordered by Pleasant Street on the west, Niagara Street on the south, Leicester Street on the east and Ontario Street on the north. Figure 24 presents the property discussed.

Currently IDA (Ontario County) owns a majority of the property. Two parcels are under private ownership but both are available for sale. The first property to be discussed is the old Outhouse Feed & Supply Store. Located on Ontario Street adjacent to the Ontario County parking lot the parcel contains approx. 2 acres with a deteriorating yet historically valuable building that housed a store and warehouse area. The parcel also has an old scale house and a metal storage barn on the east end. The CWC proposes that Ontario County purchase this parcel and restore it to house the Outhouse Transportation Center. The Center would contain the following:

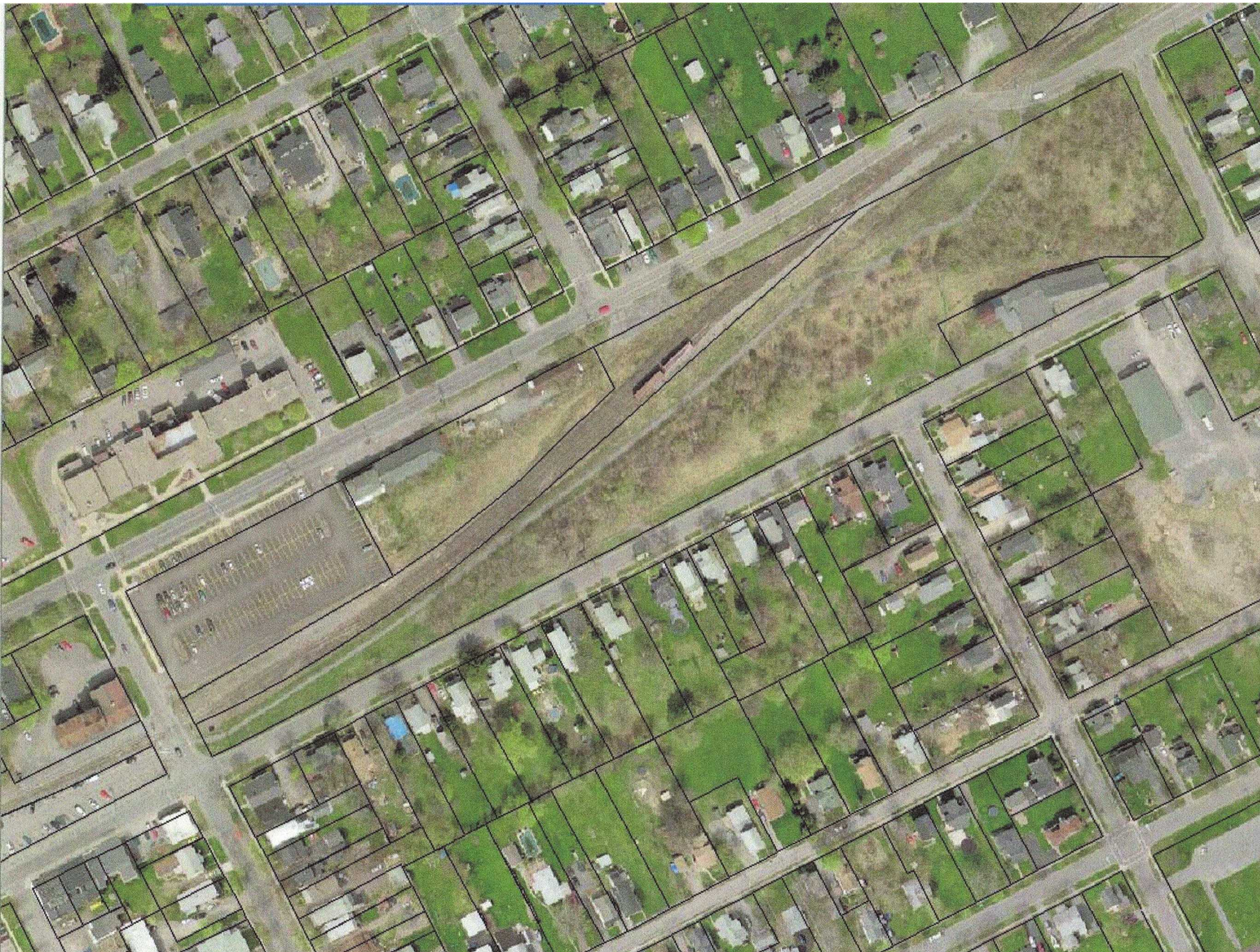
- Old style general store setting providing snacks, drinks and sundries, ticket booth for CATS and FLRR, waiting area with table games, local information area and bike shop, storage, and repair counter.
- The warehouse area would contain the bike mechanics shop and possibly other small businesses.
- The metal shed would house a recycling center for electronics, batteries, and other items.
- In the south of the building a picnic area and children play area would be developed.
- Busses would use the existing parking lot for passenger pick up. A fully accessible passenger loading platform would be developed.
- A rail passenger loading platform would also be developed for the FLRR excursion trips.
- Long term bicycle storage lockers would be available on the east end of the building with bicycle racks being available along Ontario Street.
- Park office and conference room on second floor

The goal is for the Outhouse Transportation Center to become the hub for the City's Action Transportation movement and encourage greater use of public transportation by providing an attractive, inviting gathering location.



Figure 6i

Parcel Map for Roundhouse Park



Roundhouse Community Park

The second element that is important to increasing ridership on CATS and the Finger Lakes Railroad is providing an inviting environment surrounding the Outhouse Transportation Center. To achieve this, the CWC recommends the remainder of the described parcel be developed as the Roundhouse Community Park. This underused piece of property has the potential to be a center of activity not only for transportation but also community activity. Components of the park would include:

- The upgraded shared-use path - VII
- Children's mtn. bike trail
- Community gardens for vegetables and flowers
- Raised gardens parcels for the disabled
- A shelter - X
- Benches - III
- Fit Trail - XV
- Water fountain and faucet for gardens – XI
- Outdoor amphitheatre facing stone wall
- Disabled only parking area
- Pooper scooper station -XII
- Historical information signage – IX
- Park and Trail Rules and Regulations signage - II
- Fencing designating railroad right-of-way



The park would include the purchase and restoration of the 168 Niagara Street parcel to serve as community meeting space, a small garden center store, a food co-op serving the community gardens and in conjunction with the farmers market, and consignment craft store, and areas to be available to various community organizations. An amphitheatre would be installed facing the old roadhouse wall for community organization outdoor presentations.

The goal of the Roundhouse Park is to become an attractive and accessible park that would serve the community in various ways and become a destination for 3-season outdoor activity. Further the park would enhance the quality of life for the adjoining neighborhoods and eliminate underused eye soar and safety hazard.

Figure 6j

